



## **CITY OF TRINIDAD TRINIDAD, COLORADO**

The City Council will hold its regular Work Session on  
Tuesday, January 22, 2013 following a Special Meeting at 1:30 p.m.  
City Hall Council Chambers, Third Floor, City Hall

### **AGENDA**

1. Petitions and Communications, Oral or Written
2. Special Guests – Colonel Omar Jones and Brigadier General Ryan Gonsalves, report on upcoming activities at Pinon Canyon Maneuver Site
3. Update on ArtoCade 2013 - Mr. Rodney Wood
4. Colorado Welcome Center 2012 Annual Report – Tara Marshall, Colorado Welcome Center Director
5. Discussion regarding Housing Authority Board appointment – Tom Acre, Acting City Manager
6. Update on Southwest Chief Routing – Tom Acre, Acting City Manager
7. Discussion of other agenda items

Individuals with disabilities needing auxiliary aid(s) may request assistance by contacting Audra Garrett, City Clerk, 135 N. Animas Street, Phone (719) 846-9843, or FAX (719) 846-4140. At least a 48 hour advance notice prior to the scheduled meeting would be appreciated so that arrangements can be made to locate the requested auxiliary aid(s).

# Welcome Center

## Annual Report – 2012

### Activities related to Colorado Tourism Office Contract

Visitation: Number of People through the Welcome Center each Quarter 2012

	<u>2012</u>	<u>2011</u>	<u>2010</u>
1 <sup>st</sup> Quarter Total	7,465	8,560	8,469
2 <sup>nd</sup> Quarter Total	15,795	17,447	20,734
3 <sup>rd</sup> Quarter Total	21,933	26,833	26,472
4 <sup>th</sup> Quarter Total	8,082	8,529	9,843
<b>Annual Total</b>	<b>53,275</b>	<b>61,369</b>	<b>65,518</b>

Location Data: Number of people through the Welcome Center by location.

**Top 4 Domestic Locations account for 72% of total Welcome Center visitation**

	<u>2012</u>		<u>2012</u>
Texas	16,907	Canada	415
Colorado	12,891	Germany	183
New Mexico	4,814	Netherlands	58
Oklahoma	3,422	England	45
Arizona	1,389	Mexico	38

Volunteers: Maintained 48 Volunteers throughout 2012, including 11 rookies

<u>Month</u>	<u>Event</u>
February	Mardi Gras Pancake Supper
March	Purgatoire on Elm Street
April	SCRT's 1776
May	3 day Study Tour – Denver
June	Picnic @ Trinidad Lake State Park
July	Annual Meeting & Pizza Party
August	Volunteer Appreciation Banquet, Clubhouse Grille
September	Pot Luck Chicken Dinner
October	<i>Memphis</i> @ the Buell Theatre in Denver
December	Holiday Dinner @ Rino's

## **Activities related to Local, Regional & State Outreach**

### **Trinidad's Emerging Creative District Designation:**

This has been a great combined effort of both the Welcome Center and the Planning Department. This along with the other collaborative grants and the upcoming Blueprint opportunities illustrate the synergy that can be created by merging the goals of tourism, economic development and planning.

### **Trindifest, Trinidad's First Independent Film Festival:**

The Welcome Center was the home base for the festival planners, we hosted and helped to process the registration table and materials. It was small this first year, but the groundwork was laid for more broad participation in future years.

### **Veteran's Memorial Services & Toys for Kids:**

The Welcome Center hosted 5 Veteran's memorial services in 2012. Each service is designed to pay tribute to the various war memorials located at the Welcome Center. We also hosted the Toys for Kids program this December at the Center. The VFW gave away almost 40 bags of food and toys to Veteran's families.

### **QR Code Poster:**

This summer the Welcome Center worked with the City of Trinidad Tourism Board to develop the QR Code poster which highlights the 8 individual films created to market Trinidad's local attractions. Each film can be access by scanning the QR code on your smart phone.

### **Rural Philanthropy Days:**

Trinidad is set to host the 2014 Southeast Rural Philanthropy Days event. This spring, the Welcome Center Director began to participate in the planning of this event as the Las Animas County representative.

### **Art & Culture Commission:**

In September, the Welcome Center planned and facilitated a visit by the Art and Culture Commission to Colorado Springs. We were hosted by the Springs Art in Public Places Commission and their Cultural Office. The purpose was to explore how their program evolved and how their rotating sculpture program works. Trinidad has \$33,000 in the current CDOT downtown enhancement grant allocated for Art in Public Places.

### **City of Trinidad, Promotional Video**

This August the Welcome Center helped to facilitate a videographer contracted by the City to film various economic, educational and real estate locations throughout the area for the purpose of developing a promotional video of Trinidad. These segments can be found on our City website.

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## Anna Ridolfi

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**From:** Sural, Jeff <Jeff.Sural@alston.com>  
**Sent:** Thursday, January 17, 2013 2:14 PM  
**To:** Anna Ridolfi; Ashley Freburg (ashley.freburg@gardencityks.us); Cherise Tieben (cheriset@dodgecity.org); John Deerdoff (johnd@hutchgov.com); Ken Strobel (kstrobel@dodgecity.org); Matt Allen (matt.allen@gardencityks.us); Randy Riggs (rriggs@newtonkansas.com); Rick Klein (rklein@ci.la-junta.co.us); Skipper Ruedeman (sruedeman@hotmail.com); Watkins, Marion  
**Subject:** Recommended Next Steps

All,

I enjoyed meeting and spending time with you all on the train trip through Kansas and Colorado along the Southwest Chief. I thought the trip was productive and gave all parties a chance to view the problem areas along the track and discuss as a group. But it also showed Amtrak and BNSF the value and necessity of passenger rail service along this section of the Chief. I wanted to use this opportunity to review the key take-aways from the trip and propose next steps and a strategy for moving forward.

I think the trip gave us additional insight of Amtrak's position. Simply put, they plan to stay on the line, but are looking for ways to shift their costs. Looking at several other Amtrak-state cost sharing agreements we know our situation is unprecedented and unique. Amtrak is solely responsible for funding its cross-country or long-haul (more than 750 miles) routes. Therefore our communities, and the states, should approach Amtrak's request with an open mind, but without feeling obligated. We do not have options. There are a variety of options to explore and we need to make sure Amtrak is working through those before we are asked to contribute directly.

To do this we need details and specifics from Amtrak and BNSF. On the trip we heard that Amtrak and BNSF are ready to share details of their cost estimates and upgrade needs. This information is critical for any requests for federal dollars that we make. I have received some of that information from BNSF recently and will compare it with what we get from Amtrak to determine if there is additional information, or lack of, that our congressional delegations or the states can push to receive.

Moving forward I recommend we focus our efforts on two objectives:

1. Legislative or report language included in the next bill addressing rail or Amtrak funding.
2. Identify or advocate for funding opportunities.

If you recall, when we first began our campaign we asked our federal representatives to push Amtrak for specifics of their needs for upgrading the Southwest Chief. We are making progress getting those details. Therefore, we need our congressional delegations to ensure Amtrak commits to this project by directing Amtrak through legislation to make this project a priority and to come forward with a multi-year plan for the upgrades needed. I am attaching a link to a recent news story highlighting Amtrak's 2013 priorities. Our effort includes ensuring that we are on Amtrak's priority list. On the trip we were assured that we are a priority, but nothing in their business plan or in their press statements confirms that. <http://www.prnewswire.com/news-releases/amtrak-2013--new-year-brings-major-projects-186331421.html>

We have also advocated from the beginning that we will utilize existing resources, such as TIGER Grants, to help with funding needs. As Congress continues to fight over spending and budget issues this objective becomes more difficult.

Our federal representatives should be able to help highlight opportunities and advocate for the authorization or funding of programs (ie: TIGER Grants) designed to help efforts like ours.

Specific Action Items:

- In the coming weeks I will work with congressional staff and Amtrak to organize an Amtrak briefing for the congressional delegation staff.
- I will work on draft legislative language for you all to review and approve that we can take to our federal representatives.
- Senator Dole will be hosting a campaign event here at our law firm for the new Chairman of the House Transportation and Infrastructure, Bill Shuster (R-PA) and we will discuss our issue with him. This will provide us a good starting point to work with his new committee staff on our issue.
- Finally, many of you will be traveling to Washington to meet with your representatives over the next several months. Let's take advantage of those trips and set up meetings and outreach efforts. I can assist with talking points and specific "asks" for you all to make.

Please let me know if you have suggestions or questions regarding these recommended next steps. I look forward to working with each of you in the coming year to achieve our stated objectives and continue passenger rail service through your communities.

Jeff

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# ***Southwest Chief Routing***

**January 10, 2012**  
**Aboard Amtrak/BNSF Inspection Train**



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## Situation



- BNSF has shifted through freight traffic from the current route of the *Southwest Chief* to its parallel "Transcon" route
- Local freight, coal, and commuter traffic remain on some portions of the current route
- Although BNSF traffic patterns are subject to change, there are no prospects for routine through freight traffic to resume on the *Chief's* current route
- BNSF requires lesser track speeds and ride quality on the line for its remaining purposes
- This will make the current 700-mile Newton-Albuquerque route unsuitable for through passenger service

# Situation



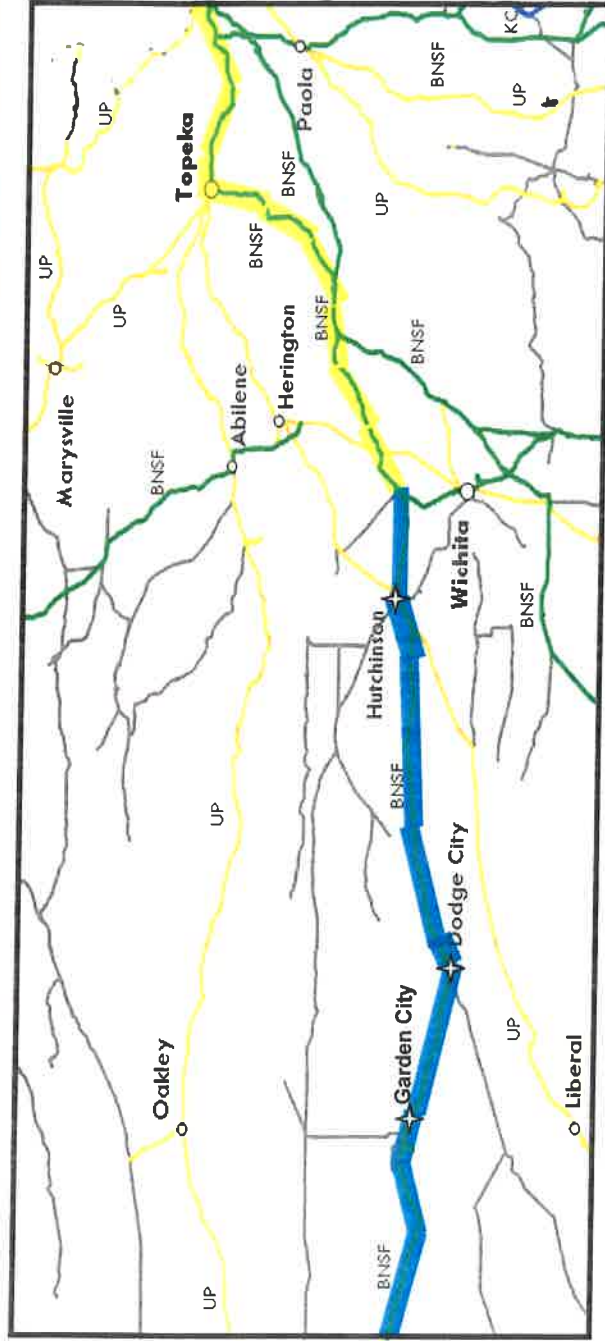
- Alternatives include funding maintenance on the current route, or re-routing the *Chief* to the “Transcon” main line
- Both Amtrak and BNSF railroads are committed to work with the affected communities to find a solution to the issue, with Amtrak and BNSF saying the current route is the best for the *Southwest Chief*.
- Many communities and others have made investments in their stations and in otherwise supporting the service – and those efforts are recognized and appreciated.



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# Current Southwest Chief Route - Kansas



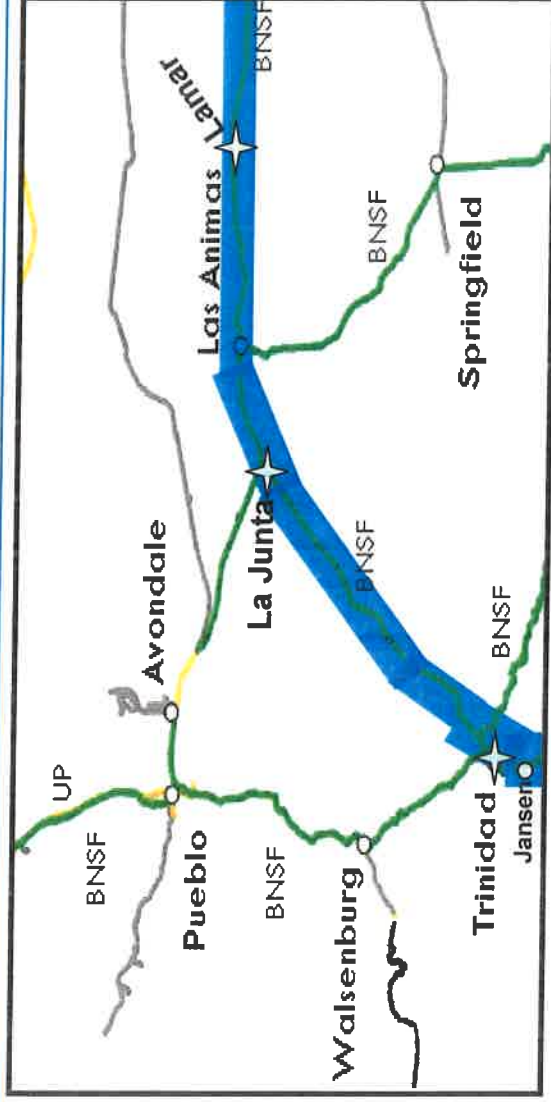
Current Route in Question

Affected Communities	FY12 Boardings & Alightings
Hutchinson	5,239; up from 5,185 in FY11
Dodge City	5,174; up from 5,149 in FY11
Garden City	7,887; up from 7,511 in FY11



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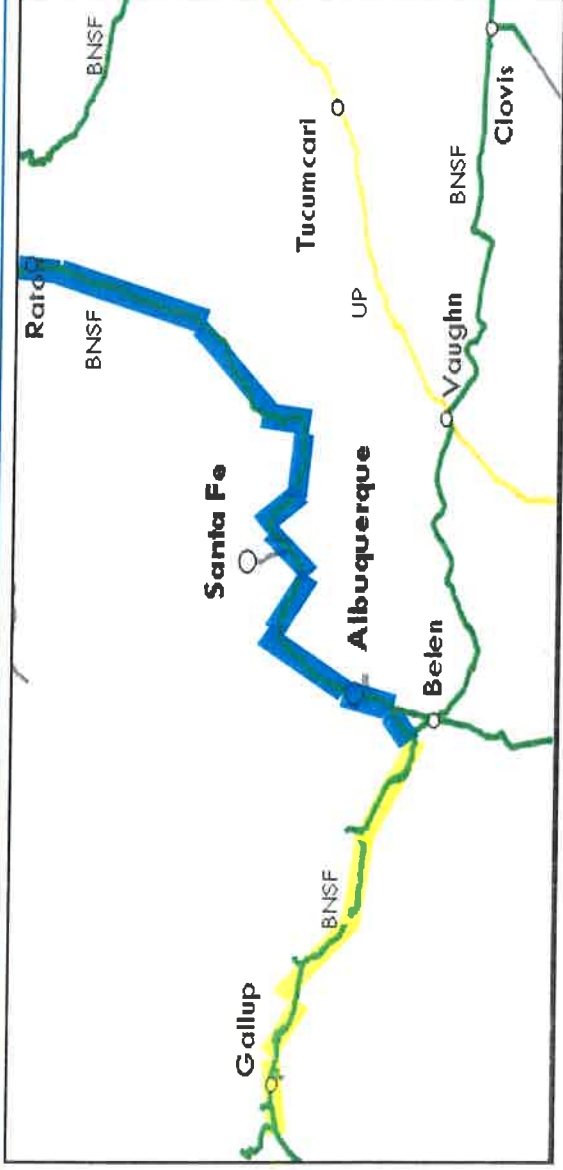
# Current Southwest Chief Route - Colorado



Current Route in Question

Affected Communities	FY12 Boardings & Alightings
Lamar	1,936; up from 1,840 in FY11
La Junta	6,566; down from 6,653 in FY11
Trinidad	4,770; up from 4,535 in FY11

# Current Southwest Chief Route – New Mexico



Current Route in Question

Affected Communities	FY12 Boardings & Alightings
Raton	16,292; down from 16,749 in FY11
Las Vegas	5,653; up from 4,952 in FY11
Lamy	12,589; up from 12,579 in FY11

# Preserving the Current Route



- Maintaining passenger service on the current route will involve annual maintenance and capital costs, plus one-time major capital needs
  - Annual maintenance costs are estimated at \$10 million and must be funded starting January 2016 *at the latest*
  - One-time capital needs are in the \$100 million range and must be funded within the next 10 years
    - If capital costs are not funded through a one-time grant, they must be funded over time through increases in the annual cost
  - Cost estimates are based on Amtrak analysis of data provided by BNSF



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# Preserving the Current Route



- As Amtrak cannot absorb these costs on its own, one solution is equal cost-sharing among the five affected parties: Amtrak, BNSF, Kansas, Colorado and New Mexico
  - About \$2 million per party per year, with a 20-year commitment
  - Plus \$100 million in one-time capital within 10 years



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# Preserving the Current Route



## Other funding possibilities

- Existing federal grant programs
  - Address the one-time capital costs
  - Passenger capital grants may require a non-federal match and a 20-year commitment to operate the passenger service
  - Highly competitive and subject to future federal appropriations
- Legislation in Congress
  - Last year, the Senate passed S. 1813 (known as “MAP-21”)
  - Section 35107 of the bill would create a Federal grant program that could be used for the capital costs of preserving long-distance Amtrak routes, including the *Southwest Chief*
  - Amtrak or states could apply for the grants, which would not require a match
  - Would be subject to future federal appropriations
  - Would need to be re-filed in this Congress

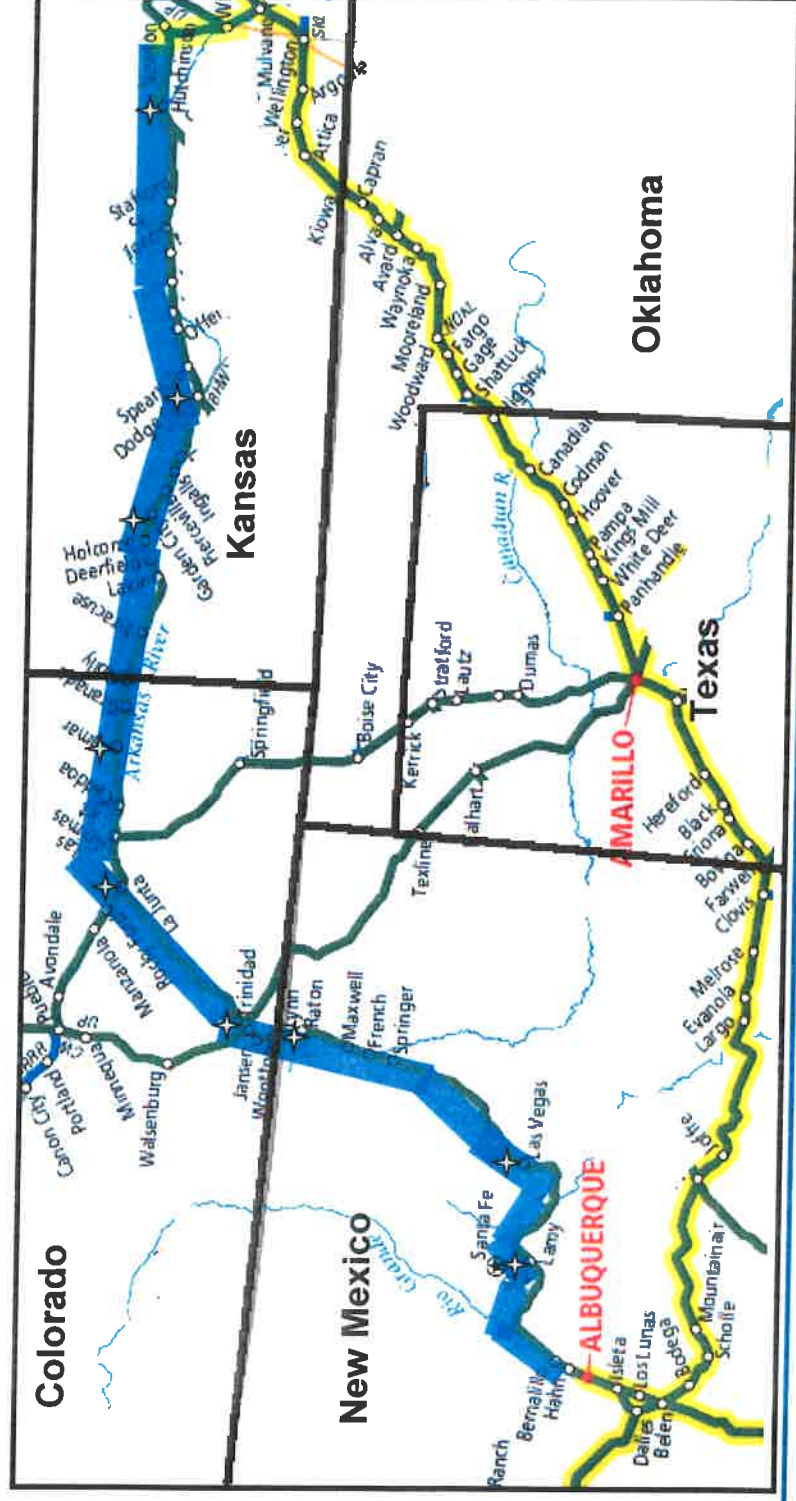






## Conclusion

- Decisions and financial commitments will be needed in 2014. Costs must be funded starting January 2016 at the latest.
- If they are not in place, steps will need to be taken to operate the train via a different route between Newton and Albuquerque by 2016.





## Amtrak Fact Sheet, Fiscal Year 2012

# State of Kansas

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### Amtrak Service & Ridership

Amtrak operates one long-distance train through Kansas, the *Southwest Chief* (daily Chicago-Kansas City-Los Angeles via Topeka and Newton).

During FY12 Amtrak served the following Kansas locations:

<u>City</u>	<u>Boardings + Alightings</u>
Dodge City	5,174
Garden City	7,887
Hutchinson	5,239
Lawrence	6,608
Newton	14,131
Topeka	10,459
<b>Total Kansas Station Usage:</b>	<b>49,498</b>
	(up 3.3% from FY11)

### Procurement/Contracts

Amtrak spent \$30,100,869 on goods and services in Kansas in FY12. Most of this amount was in the following locations:

<u>City</u>	<u>Amount</u>
Lenexa	\$ 1,850,249
Wichita	\$ 27,030,247

### Employment

At the end of FY12, Amtrak employed 10 Kansas residents. Total wages of Amtrak employees living in Kansas were \$852,257 during FY12.

### Expansion Planning

The Kansas Department of Transportation (KDOT) requested Amtrak study options for the return of passenger rail service along a route between Kansas City and Oklahoma City, via Newton and Wichita.

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The Feasibility Report of Proposed Amtrak Service provided an analysis of potential service scenarios, schedules, ridership and revenue estimates, required state operating contribution, and capital requirements, to establish new service. Kansas sought further refinement of the initial Amtrak study and continues to investigate options for implementation. Amtrak has testified before a joint committee of the Kansas legislature on the benefits of and the railroad's experience providing passenger service under contract for state governments.

### **Station Development**

Amtrak has worked with the City of Lawrence and a local citizens group in developing plans for acquiring the former Santa Fe Railway depot from the BNSF Railway for a thoughtful rehabilitation, returning it to its as-built, 1955 "mid-century modern" styling. Amtrak has contributed to the project by installing a new accessibly compliant boarding platform with period lighting and display kiosks with train schedules, ticketing, safety, and security information.

### **Southwest Chief route**

The present route of the *Southwest Chief*, via Garden City, Dodge City, and Hutchinson, could be altered if sufficient capital funding is not found to modernize the line. Amtrak has been working with the states and communities that would be affected and has informed them of the situation, which results from changing freight traffic patterns. A decision on the route would have to be made by 2014 for implementation in 2016.



## Amtrak Fact Sheet, Fiscal Year 2012 State of New Mexico

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### Amtrak Service & Ridership

Amtrak operates three long-distance trains through New Mexico:

- The *Southwest Chief* (daily Chicago-Albuquerque-Los Angeles)
- The *Sunset Limited* (tri-times-weekly Orlando-New Orleans-El Paso-Los Angeles via Deming)\*
- The *Texas Eagle* (daily Chicago-Dallas-San Antonio, tri-weekly through car service via the *Sunset Limited* to Los Angeles, via Deming and Lordsburg)

\* Sunset Limited service suspended east of New Orleans.

During FY12 Amtrak served the following New Mexico locations:

<u>City</u>	<u>Boardings + Alightings</u>
<u>Albuquerque</u>	78,324
<u>Deming</u>	1,170
<u>Gallup</u>	16,446
<u>Lamy (Santa Fe)</u>	12,589
<u>Las Vegas</u>	5,653
<u>Lordsburg</u>	483
<u>Raton</u>	16,292
<b>Total New Mexico Station Usage:</b>	<b>130,957</b>
	(up 3.9% from FY11)

### Procurement/Contracts

Amtrak spent \$326,463 on goods and services in New Mexico in FY12.

### Employment

At the end of FY12, Amtrak employed 51 New Mexico residents. Total wages of Amtrak employees living in New Mexico were \$4,748,537 during FY12.

### Station Features

- **Albuquerque:** Amtrak moved its passenger service operations to the Alvarado Transportation Center on January 17, 2008, sharing space with local and intercity bus services, as well as platform space with commuter rail.

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- **Raton**: Each summer, the Philmont Boy Scout Ranch hosts over 22,000 scouts and others, with about 20% arriving via Amtrak. This is about half the usage of the Raton station.

### **Southwest Chief route**

The present route of the *Southwest Chief*, via Lamy, Las Vegas, and Raton, could be altered if sufficient capital funding is not found to modernize the line. Amtrak has been working with the states and communities that would be affected and has informed them of the situation, which results from changing freight traffic patterns. A decision on the route would have to be made by 2014 for implementation in 2016.

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## Amtrak Fact Sheet, Fiscal Year 2012 State of Colorado

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### Amtrak Service & Ridership

Amtrak operates two long-distance trains through Colorado:

- The *California Zephyr* (daily Chicago-Denver- Emeryville/Bay Area)
- The *Southwest Chief* (daily Chicago-Kansas City-La Junta-Trinidad-Albuquerque-Los Angeles)

During FY12 Amtrak served the following Colorado locations:

<u>City</u>	<u>Boardings + Alightings</u>
<u>Denver</u>	113,393
<u>Fort Morgan</u>	3,343
<u>Glenwood Springs</u>	33,245
<u>Granby</u>	3,528
<u>Grand Junction</u>	31,999
<u>La Junta</u>	6,566
<u>Lamar</u>	1,936
<u>Trinidad</u>	4,770
<u>Winter Park-Fraser</u>	7,162
<b>Total Colorado Station Usage:</b>	<b>205,942</b>

(down 0.2% from FY11)

### Procurement/Contracts

Amtrak spent \$11,976,016 on goods and services in Colorado in FY12. Most of this amount was in the following locations:

<u>City</u>	<u>Amount</u>
Denver	\$ 8,415,828
Golden	\$ 2,548,003

### Employment

At the end of FY12, Amtrak employed 68 Colorado residents. Total wages of Amtrak employees living in Colorado were \$5,957,417 during FY12.

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## **Station Improvements**

Denver Union Station is undergoing a \$500 million redevelopment into a regional, intermodal transportation center. Amtrak activities were moved to a temporary location at 21st and Wewatta Streets, about four blocks northeast of Union Station and alongside Coors Field, on February 4, 2011. This location will be used during the three-and-one-half years of construction at Union Station. Union Station was built in 1894, significantly rebuilt in 1914, and purchased by the Regional Transportation District in 2002.

## **Southwest Chief route**

The present route of the *Southwest Chief*, via Trinidad, La Junta, and Lamar, could be altered if sufficient capital funding is not found to modernize the line. Amtrak has been working with the states and communities that would be affected and has informed them of the situation, which results from changing freight traffic patterns. A decision on the route would have to be made by 2014 for implementation in 2016.

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6-18